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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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25 YEAR RE-REVIEW

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INFORMATION ON CARPATHIAN MILITARY DISTRICT

INDEX

1. Introduction.
2. General.
3. The Operational and Strategical Situation of the Carpathian Military District.
4. Political and Economic Problems.
5. Information on location of Soviet troops and Government institutions.

1.

2. General:

During the first period of the Soviet occupation of south-eastern Poland the Military District, to which belonged the former Administrative Regions (in Polish WOJEWODZTWO) of LWOW (excepting western part), TARNOPOL and STANISLAWOW, was officially called LWOW Military District (LWOVSKIY VOYEZNIY OKRUG). Later on the three above-mentioned regions plus former Czechoslovak Ruthenia formed the Carpathian Military District (PRIKARPATSKIY VOYEZNIY OKRUG) with its HQ in LWOW.

3. The Operational and Strategical Situation of the Carpathian Military District:

The Carpathian Military District has a completely different geographical and strategical position from any other Western or Central Military District in European Russia. Formed from the territories which never belonged to Russia and which had an entirely different social and economic structure the Carpathian Military District is situated in a geographic corner between Poland, Czechoslovakia, Hungary and Roumania. From the geographical point of view the District territory is divided by the Carpathian range into two parts, the Northern (formerly Polish) and the Southern (formerly Czechoslovak).

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All Military Districts in the USSR are graded according to their strategic importance. First-class Districts such as MOSCOW, Leningrad, the CAUCASUS. There are also the second-class districts mainly in Central Russia such as VOLGA, GORKIY or VORONYEZH. The Carpathian District appears to be placed by the MOSCOW authorities between the first and second class Districts.

As the first class Districts are the large static bases which dispose of large numbers of troops and are prepared to form, maintain and supply a considerable number of reserve units, being in fact not only Districts but also Army Groups (or as the Russians called them "Fronts"), the second class Central Districts like VORONYEZH, GORKIY and VOLGA are generally considered as strategical reserves of the Supreme HQ (REZERV GLAVNOVO KOMANDOVANIYA). Troops of these Districts are completely ready for action at any time having all necessary HQs and Supply Units ready. But they are not prepared for a large scale formation of reserve troops and are not considered as supply bases, having a very limited number of the rear establishment units and supply dumps.

The Carpathian District, judging from its supply reserves, repair dumps and workshops, appears to be placed between the first and second class Districts. Its supply dumps and repair units are of semi-static type or in other words they are static but ready at any time to become mobile.

It might be that this difference in structure of the Carpathian District is accounted for by the fact that a very large percentage of foreign and hostile population lives in the District territory, and that the central authorities consider a mass formation of reserve units from the local population too dangerous for such a geographically exposed territory. On the other hand it appears that troops of the Carpathian District are assigned "to look after" Poland and Hungary and form a natural link between the troops in the USSR and those stationed in Hungary and Poland. Therefore the organization of the Carpathian District is mobile and there are no essential static supply dumps whose destruction or heavy damage by local sabotage organizations could do a great harm to the Soviet Armed Forces.

There is one weakness, however, in the operational side of preparations of the Carpathian District which was either not quite cleared yet or else, something does not work in planning (CHTO-TO V PLANAKH NYE RABOTAYET). This weakness is Transport and in particular roads.

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The railway network in the Carpathian Military District in comparison with the Soviet railways is very dense and technically well constructed and equipped (permanent way, signal and block system, workshops etc). As the Soviet peace and war-time transport system is based almost entirely on railways it was obvious that first of all the Soviet Government would restore the Carpathian railway network which was heavily destroyed during the war. By 1950 the reconstruction work and also conversion from the European to the Russian gauge had been accomplished. Only a large number of station buildings were still in their greater part either in ruins or under reconstruction. But generally speaking in 1950 the Carpathian District railway network was restored and tied up with the Soviet network, ready in case of emergency to carry all burdens of strategical transport.

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The weakness of the Carpathian District railway network, [ ] is the Carpathian range of mountains. For the southern centres of the District are connected with LWOW and the other northern first class junctions only by three single track lines running through mountainous country with a number of tunnels, vulnerable bridges and viaducts and sharp gradients. [ ]

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[ ] the Soviet soldiers always feel much better when they have safely passed these mountains, which are in fact beautiful and not so terrifying. But these three lines crossing the Carpathian range through the UZOK Pass, SKOLE and the TARTAR Pass are really vulnerable and [ ] the blowing up of a couple of bridges could completely cut off MUKACEVO, UZHOROD and CHUST as well as the Hungarian railways from their "Soviet Motherland". [ ] damage to these three lines would affect only a small section of the Carpathian District railways. The main and the most important part of the Carpathian railway network is based on the quadrangle formed by four first class junctions - LWOW, TARNOPOL, STANISLAWOW-CHRYPLIN and STRYJ. Serious damage to these junctions would affect traffic even beyond the Carpathian District boundaries).

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If the railway network is in general restored and by Soviet standards well maintained, an entirely different position exists with the roads. The road network in the Carpathian District is much denser and much better than in the adjacent Soviet territories. It is based like the railways on the quadrangle LWOW, TARNOPOL, STANISLAWOW and STRYJ. The roads there are quite solidly built and some main road sectors could be used as triple carriage-ways. They have chiefly a gravel surface which used to be in quite a good state of repair and good for all types of motor transport in all seasons. There are some macadamized roads such as LWOW-STRYJ, LWOW-GRODEK JAGIELLONSKI and further to the west; partly LWOW-TARNOPOL highway and some sectors of the other main roads (e.g. CZORTKOW-KOPYCZYNE and others). The highway LWOW-STRYJ-SKOLE-MUKACEVO-BEREHOVO has a gravel surface south of STRYJ.

[ ] except for the highways LWOW-STRYJ and LWOW-PRZEMYSL which were more or less maintained, all other roads were in a very bad state of repair. [ ] the LWOW-TARNOPOL highway as a very good one but then gradually it became worse and worse and in 1950 was as bad as the others. The reason for this bad state of roads is that they are "maintained" in a Soviet way or in other words they are not maintained at all.

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The best highway [ ] LWOW-MUKACEVO, which had been a very good one, was in 1949-50 extremely bad south of LWOW. The maximum speed possible there was 30 km per hour.

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4. Political and Economic information:

[redacted] the Soviet Government had a number of difficulties to overcome. In spite of the different national features of the native population and the different economic structure of both the Polish and Czechoslovak parts of the Carpathian Military District the Russians found an identical atmosphere and identical difficulties both north and south of the Carpathian Range.

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The Russian national policy was different in the former Polish and Czech territories. In Poland they forcibly deported the greater part of the Polish population or rather they continued mass deportations which they had started in the 1939-41 period. In 1945 they deported Poles to Poland and a very considerable number of the Ukrainian population to the USSR. In the former Czech territory they left the bulk of the native population considering them as Russians and therefore the number of new settlers in the Czech part of the District was comparatively very small. [redacted] in LWOW in 1946 the deportation action was practically accomplished and a certain number of Poles remained in the town, chiefly workers who desperately opposed deportation and whom the Russians, apparently tired of difficulties which they had already had with the stubborn inhabitants of LWOW, left where they were.

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[redacted] in LWOW certain people chiefly technicians and skilled workers were not allowed to move to Poland. In fact after the mass deportation of Poles the Russians changed their policy and as they needed the technical staff they ordered the remainder of the Polish technicians and skilled workers to stay.

[redacted] almost everywhere the Ukrainians were partly deported and in 1950 all villages and small towns were inhabited by the mixed Soviet and local population.

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The new settlers arrived from all parts of the USSR chiefly from central provinces, (TAMBOV and VORONYEZH) and from the Ukraine. [redacted] the Russians liked LWOW and other places in Poland immensely. "They arrived in LWOW and gasped to see how well those Poles lived there" (PRIYEKHALI VO LVOV I RAZINULI ETY KAK PRIYERASHO ETI POLYAKI TAM ZHILI). They found [redacted] a cultured town and nearly empty. The most shabby flat in LWOW was much better than the normal accommodation in a Soviet town. (RUSSKIYE NASHLI GOROD KULTURNIY I POCHTI PUSTOY. SAMAYA ZAKHUDALAYA KVARTIRA VO LVOVYE BYLA GORAZDO LUCHSHE LYUBOY KVARTIRE V SOVYETSKIH GORODAKH.) The Russians occupied empty houses and started to live happily. But very soon the Government began "to civilise" LWOW in a Soviet way and in 1950 the town was already as full and crowded as any other Soviet spot. But [redacted] it was still incomparably better than any other Soviet town.

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There were also in LWOW a large number of Soviet Jews who arrived as new settlers and began to buy and sell everything. They occupied chiefly all key positions in the commercial enterprises.

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[ ] the percentage of Polish population which remained in LWOV at approx 30%. This appears to be exaggerated. The attitude of the Polish population there was and remained extremely hostile towards the Russians. It was not a matter of Communist policy but purely a national hatred. (Before 1939 LWOV had seen Russians only once in its history - in 1914-15 for approx ten months)

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[ ] the local Poles were not afraid to express their hostile feelings. They used to tell the Russians openly "just wait, our people will come back and then they will show you" (POCZHDITYE, NASHI VYERNUTSYA I VAM POKAZHUT). The attitude of the Russians was rather indifferent, they were happy there and [ ] they hoped to stay there for good. There were however some shadows in their happiness. The main cause of this was the fact that there was a very strong and very deep Frontier guard belt all along the new Polish frontier and the whole of the territory was crowded with MVD Special Troops.

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[ ] in the Carpathian Military District there was large scale guerilla warfare and sabotage action there directed against the Soviet regime and the Russians. This was officially referred to by the Russians as "the BENDERA action" but

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[ ] most probably there were Polish and Ukrainian organisations working independently.

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[ ] during the 1946-48 period and even later there were organised military operations on both anti-Soviet and Russian sides. In particular larger scale operations took place in the wooded and mountainous Carpathian areas where the Russians, chiefly MVD troops not accustomed to mountains, were rather unsuccessful. Later on the Russians overwhelmed the partisans who retreated into the most remote areas. At present [ ] there are still partisan groups in some areas but in general their activities are on a small scale. There were also many acts of sabotage in LWOV itself and in some periods the Soviet officials preferred to stay indoors at night.

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[ ] in one case [ ] the Head of the City of LWOV Militia was shot dead outside his office in the centre of the town at noon. The murderers were never found in spite of all attempts made by the MVD.

In the former Czechoslovak territories south of the Carpathian Range the local population, among which [ ] was a very large percentage of Hungarians, was just as hostile towards the Russians as on the Polish side of the Carpathians. (The population in those parts of the USSR had never seen Russians in their history before 1944). [ ] the atmosphere there was even more intense than on the Polish side because there were very few new Russian settlers and the local population was in a great majority. The Hungarians in MUKACHEVO, UZHOROD and in other towns cursed the Russians openly. They had even different prices in the market for the natives and for the Russian newcomers. There was very little subversive activity on this side of the Carpathians.

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There were many Jews from the USSR occupying the best positions in the commercial enterprises and trading. Being very unpopular in their native Soviet Union the Jews in the former Polish and Czech territories became very pro-Russian and felt much better there than at home.

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[redacted] the attitude of the Soviet authorities towards religion was similar to the general policy in the USSR. The Greek Catholic (Uniat) Church to which almost all Ukrainians living on the Polish side of the Carpathian District belonged was completely destroyed and the Uniates became "automatically" Orthodox. In the City of Lwow, almost entirely Roman Catholic or Uniat, where almost all churches were of historical and artistic value, the greater part of them have been closed and some of them have been converted into Soviet stores. Some churches remained open and were always full of worshippers.

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From the point of view of economics there was very little development in the Carpathian District. Collectivisation was introduced in all villages and the results were the same as in Russia. The agriculture did not improve much, farmers lost their property and the only result of the collectivisation was an increase of hostility towards the Russians and the Soviet regime. [redacted] owing to the mass deportation of Poles from the former Polish territories the process of economic fusion of those territories with the USSR was comparatively easy. In the former Czech territories it was much more difficult because the greater part of the population had not moved. Therefore the Soviet Government was there forced to use a great number of the local people for the economic organisation who not only disliked the new economic policy but did not understand it and did not know how to introduce it.

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[redacted] the Soviet Government paid considerable attention to the new research work in the oilfields area (BORISLAW). New drillings were carried out 12 km north of STRYJ along the Lwow highway and just east of it. [redacted] the research teams there were looking for natural gas.

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In Lwow itself the Russians installed on the Adam Mickiewicz Square a special Oil Research Institution "NYEFTYERAZVYEDKA". [redacted] a great deal of money was given by the Government for the research work. [redacted] they found oil in five or six new spots. But, as everywhere in the Polish Carpathians, there were great technical difficulties in the research work because the oil there is very deep underground.

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[redacted] the following industrial enterprises in the City of Lwow.

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An Oil Refinery (NYEFTYERYEGONNIY ZAVOD) situated in the northern outskirts on the Droga Zolkiewska. The Refinery occupies an area between the Slaughter House, a railway siding leading to the Slaughter House and the road to ZOLKIEW.

An Oil Dump (NYEFTYEBAZA) is located in the same area diagonally across from the Oil Refinery on the eastern side of the road and just north of the railway siding.

An Agricultural Machinery Factory (SYELMASH) is situated in Droga Lubionska near the Grolecka Street. (Exact position not known).

"AVTOPOGRUZHCHIK" making railway cranes and other Transport Machinery is situated on the north-eastern side of Janowska Street between Plichowska Street and the Cemetery. In 1950 there were approx 850 workers and 100-150 Administrative and Technical personnel employed.

/AVTOGONNIY

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AVTOGEMNIY ZAVOD an Oxyacetylene Plant is situated in the PERSEKOWKA approx 200 metres north of the Electric Power Plant.

"NITROKRASKA" Dyeworks - location not known.

A Bicycle Factory - location not known.

An Electric Bulb Factory - Location not known.

5. Information on location of Soviet troops and Government Institutions (Mar. 50):

[redacted] information on the location of Soviet troops and Government Institutions in the Carpathian Military District:

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(i) The City of LWOW

The Carpathian District HQ occupied a complex of buildings on the eastern side of Batory Street between Halicki Square and Kubala Street.

The Air Corps HQ occupied the former R.C. Priesthood College including St. Mary's Church in Czarnocki Street.

The HQ Carpathian District (Rear) is located in the former Chief Prosecutor's Office at the junction of Romanowicz and Zyblikiewicz Streets.

A Transport Battalion ) occupied the Barracks in  
Quartering Stores ("KECh") ) Janowska Street. (Between  
Janowska and Kordocki Streets).

A Military Hospital occupied a triangle between Dabrowski and Pulaski Stryjska Streets and the Kilinski Park.

A Military Hospital occupied the former premises of the Powszechny Hospital and its Clinics. (Piars Street).

The No.28 Army Motor Transport Workshops (28 AVTORYEMONTNIY ZAVOD) was located at the end of Lyczakowska (Lenin) Street, approx 150 metres east of the Rogatka Lyczakowska.

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An Army Motor Transport Plant (AVTOZAVOD). In 1950 the Plant was still under construction. The Plant was situated 7 km south of the road bridge over the railway near the LWOW-PERSEKOWKA station along the eastern side of the LWOW-STRIJ highway. The Plant premises occupied an area approx 3 km long and 1 km wide. There were four large shops under construction. [redacted] most probably it was an Assembly Plant.

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An Air Force Unit was stationed on the LWOW Civilian Airfield at SKNILOW. [redacted] this unit belonged to the Air Division stationed at GRODEK JAGIELLONSKI.

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An Officers' School was located in the former barracks of the Cadet College in Kadecka Street.

Political Branch of the MVD Special Troops HQ (POLITODIEL SPYETSCHASTYIY) is situated on the Bernardynski Square.

MVD Special Troops occupied the corner buildings on Jablonowakich and Zielona Streets. The buildings were strongly guarded.

MVD HQ  
LWOW District Militia HQ } Occupied the premises of the former  
LWOW Skating Club between  
Petczynska and Obertynska Streets.

LWOW District Militia Inspection was on the Bem Square (corner Kordecki Street).

MVD Prisons

- (a) Misjonarska and Miodowa Streets.
- (b) Two blocks between Potocki and Nabelak Streets.
- (c) Kazimierzowska Street.

City Militia HQ in Kopernik Street.

LWOW District Party Committee (OBKOM PARTII) occupied the former Wojewodstwo building in Czarnecki Street.

The OBKOM leaders occupied all dwellings in Herburtow Street. The street was "a restricted area".

Town Council (GORSOVIET) occupied the ancient LWOW Town Council building (RATUSZ) on the Market Square.

[redacted] in 1950 there were no Tank and Artillery units stationed in LWOW.

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(ii) GRODEK JAGIELLONSKI

[redacted] in 1950 an Air Division was stationed at GRODEK JAGIELLONSKI. The HQ and personnel occupied three six-story buildings inside the town. The airfields were situated on both sides of the PRZEMYSL highway on the western side of the town.

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[redacted] this division belonged to the LWOW Air Corps.

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(iii) ZOLKIEW (20 km north of LWOW)

There were the following units:

- (a) A Motor Transport Battalion.
- (b) A number of Tank and Artillery Troops.

(iv) STANISLAWOW

The No. 63 MT Repair Shops (Engine Repair Shops) along the LWOW-MUKACHEVO-BEREHOVO highway.

(v) STRYJ

- (a) A Transport Unit (Battalion or Regiment)
- (b) The Carpathian District Clothing Stores
- (c) The Tank Engine Repair Shops located at the southern end of the town.

/(vi) SKOLE

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(vi) SKOLE

- (a) Motor Transport Battalion
- (b) MT Repair Shops
- (c) MVD troops (a large concentration).

(vii) SVALAVA

An Infantry Regiment belonging probably to the MUKACHEVO Division was located in the Barracks at the northern end of the town.

(viii) BEREHOVO (on the Hungarian frontier)

An Infantry Regiment belonging to the MUKACHEVO Division was located in the Barracks in the town centre.

(ix) MUKACHEVO (see Annexe 1)

[redacted] the following units and their location at  
MUKACHEVO:

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- (a) HQ Mechanised Division in the centre of the town.
- (b) Tank unit, Artillery and Katyushas in the Barracks along the COP road. (VOYENGORODOK).
- (c) Infantry located in the Barracks in Lenin Street (Station Road).
- (d) A number of various unidentified Divisional units located in the centre between the Infantry Barracks and the Divisional HQ.
- (e) Division and Air Force Petrol Dump located south of the level crossing on the western side of the BEREHOVO road. 5 tanks on surface and some underground. All together approx 300 tons of petrol.
- (f) East of the railway station a Divisional Summer Camp in the woods.
- (g) An Air Force Division. [redacted] it was the 17 Air Division. Large airfield and a number of aircraft camouflaged in the adjoining woods. (The Air Force units not identified). [redacted] the Airfield is 1 km south of the Railway Station and from the level crossing. The whole area occupied by the Airfield and aircraft stands is approx 2 x 2 km. [redacted] most probably all units except Air Force belonged to the Mechanised Division. To the same Division belonged also an Infantry Regt at SVALAVA and an Infantry Regiment at BEREHOVO.

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(x) GHUST

There was a large concentration of troops in GHUST [redacted]  
[redacted]

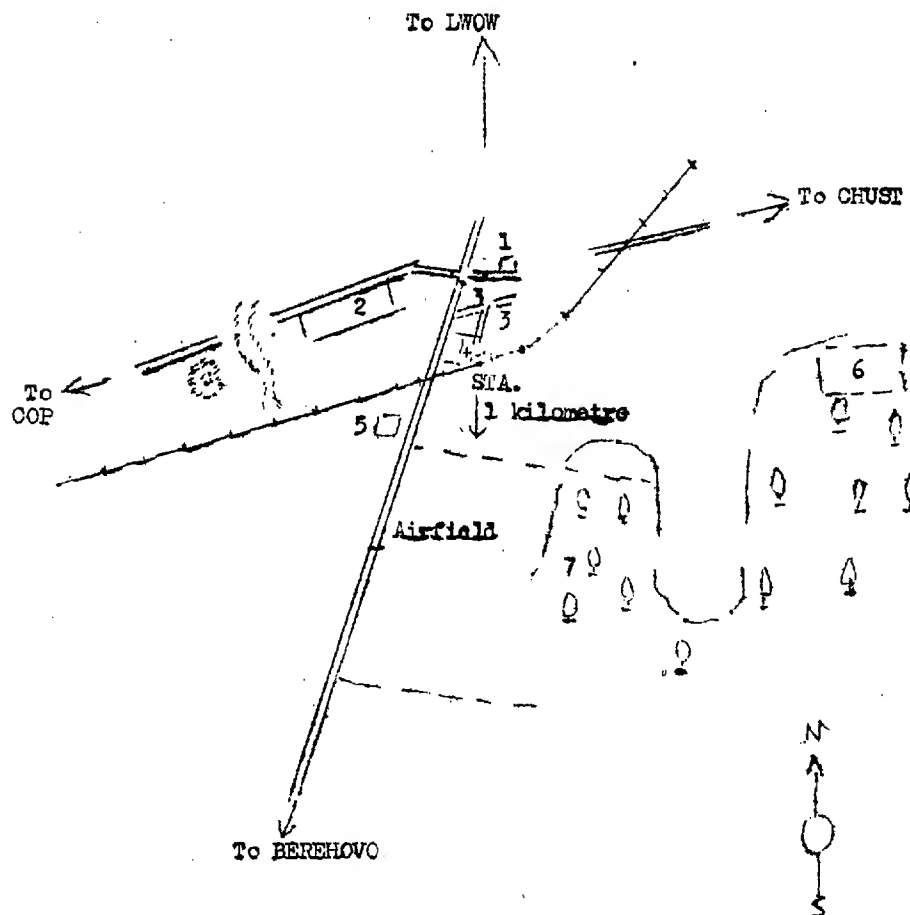
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ANNEXE 1 TO APPENDIX "C"

LOCATION OF SOVIET TROOPS IN MUKACHEVO (1950)

NOT TO SCALE

Legend

1. HQ Mechanised Division
2. Tank, Artillery and Katyusha's Barracks
3. Unidentified troops.
4. Infantry Barracks
5. Divisional Petrol Dump
6. Div. Summer Camp
7. Camouflaged aircraft.

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